



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H090186-E

**Mode:** Highway

**Status:** Submitted

### US-74 (New Route - Shelby Bypass)

**From/Cross Street:** Existing US 74 West of SR 2238 (Long Branch Road)

**To:** SR 1001 (Stoney Point Road)

**Length:** 18.6

**Specific Improvement Type:** 5 - Construct Roadway on New Location

**Project Category:** Statewide Mobility

**TIP#:** R-2707E

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$41,700,000

#### Description:

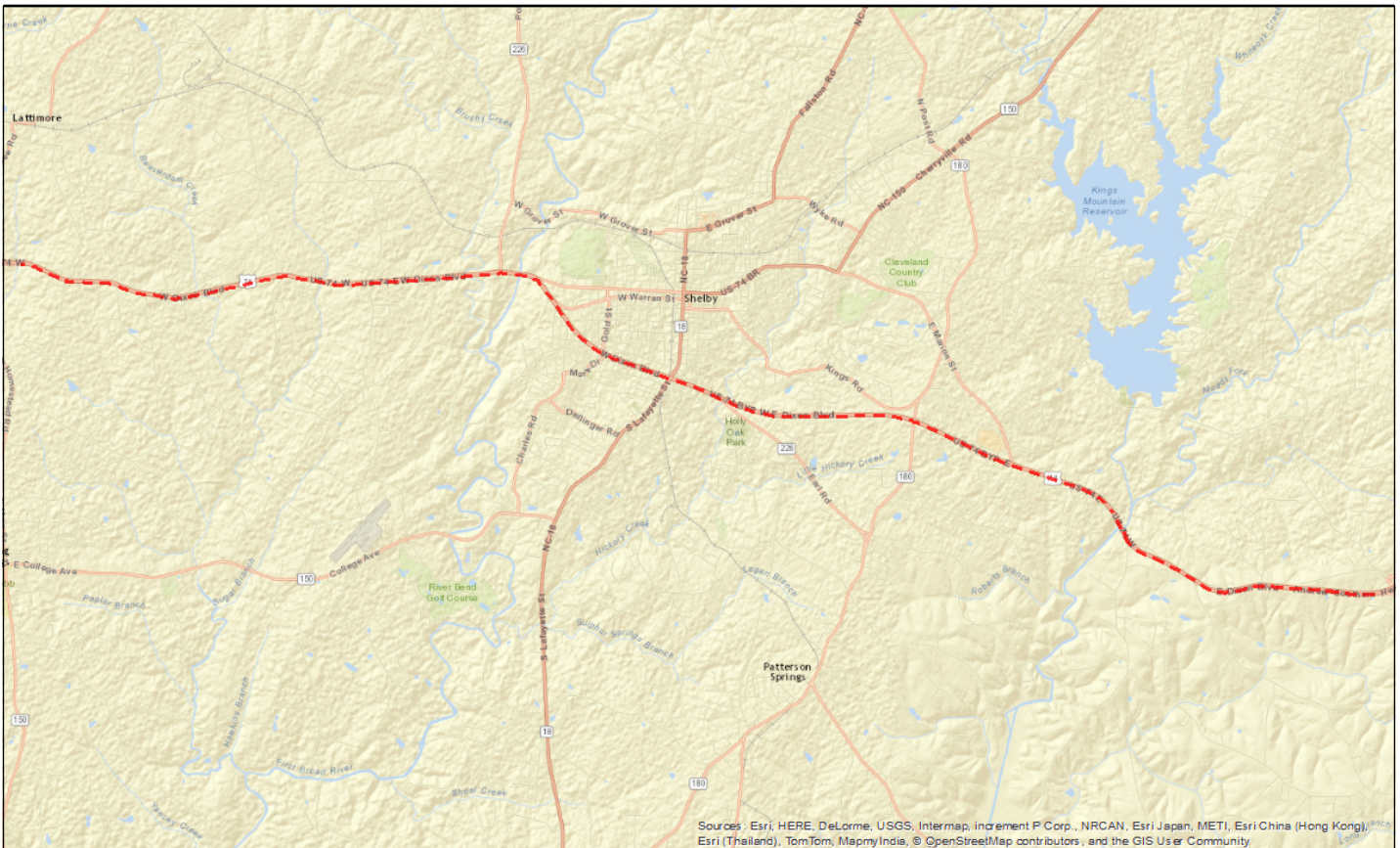
Upgrade Roadway to Freeway.

**Division(s):** Division 12

**County(s):** CLEVELAND

**MPOS(s)/RPO(s):** Gaston-Cleveland-Lincoln MPO

#### Project Location



**Statewide Mobility Total Score: 34.66**

<b>Quantitative Score</b>		<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (30%)	45.60	N/A	N/A
Safety (10%)	58.02		
Economic Competitiveness (10%)	100.00		
Multimodal + [Freight & Military] (20%)	13.93		
[Travel Time] Benefit/Cost (30%)	7.98		
<b>Totals: Weight: 100% Weighted Score: 34.66</b>			

**Regional Impact Total Score: 41.4**

<b>Quantitative Score</b>		<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
[Travel Time] Benefit/Cost (25%)	7.98	Percent: 15% Points: 0	Percent: 15% Points: 100
Accessibility / Connectivity (10%)	72.07		
Congestion (V/C) (25%)	45.60		
Safety (10%)	58.02		
<b>Totals: Weight: 70% Weighted Score: 26.4</b>			

**Division Needs Total Score: 16.52**

<b>Quantitative Score</b>		<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (20%)	45.60	Percent: 25% Points: 0	Percent: 25% Points: 0
Safety (10%)	58.02		
[Travel Time] Benefit/Cost (20%)	7.98		
<b>Totals: Weight: 50% Weighted Score: 16.52</b>			

**Project Data \*****Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles):	16.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	2
Roadway has Curb & Gutter?	No
Volume (AADT):	27025.35
Capacity:	46615.64
Volume/Capacity Ratio:	0.58
% Autos:	90%
% Trucks:	10%
Truck Volume:	2785.16
Crash Density:	59.33
Crash Severity:	62.61
Critical Crash Rate:	52.15
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	19
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	81
Actual Congested Speed:	45.95
Travel Time Index:	1.2

**Project Benefits**

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	70
Length (miles):	18.6
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial-Other Freeway
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	59926783.69
Travel Time Savings for 30 Years (Autos):	53750884.87
Travel Time Savings for 30 Years (Trucks):	6175898.82
Long-Term Employment:	907
% Change in Economy:	0.0017297
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	Yes
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 12

\* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!line tool and associated databases.

**Project Ownership****Division**

<b>Division</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Division 12	100%	0	0
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>0</b>	<b>0</b>

**MPO/RPO**

<b>MPO/RPO</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Gaston-Cleveland-Lincoln MPO	100%	100	0
	0%	0	0
	0%	0	0
<b>TOTAL MPO/RPO Points</b>		<b>100</b>	<b>0</b>

**Project Cost and Source**

Construction Cost:	\$32,800,000	TIP Unit
Right-of-Way Cost:	\$8,900,000	TIP Unit
Utilities Cost:	\$0	TIP Unit
Total Project Cost:	\$41,700,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$41,700,000</b>	